### AFFAIRS OF THE RAILWAYS.

Association.

Collapse of the Northwestern Passenger

CHICAGO, Nov. 9 .- A local paper says: "The Northwestern Passenger Association bas completely collapsed, its demise being bastened by the peremptory withdrawal therefrom of the Chicago, Burlington & Northern. The death of this association has demonstrated the impossibility of maintaining an agreement covering only one section of the Western territory. The conclusion has been reached that in order to restore harmonious relations it is necessary to combine all roads interested in one combination. With this end in view the general managers of the various Western roads have been considering means by which the Western States Passenger Association agreement can be carried out. This agreement was adopted a few months ago, and is one of the strongest ever gotten up. but could not be put into effect on account of the refusal of the Chicago & Alton to become a party thereto until the boycott inaugurated against it by the Eastern trunk-lines, more than a year ago, has been abandoned. All the trunk lines, with the exception of the Pennsylvania and Vanderbilt lines, have not only raised the boycott against the Alton, lately, but have orders against permitting their agents to receive commissions. It was proposed at the general managers' meeting yesterday to adopt measures that will bring the Pennsylvania and Vanderbilt lines to terms if they do not voluntarily recede from their position at once. The opinion prevailed that the Western roads should combine, and send all their business over the Erie, the Baltimore & Onio, the Grand Trunk and other lines which are inclined to act with them. By such action the Pennsylvania and Vanderbilt roads would be deprived of most of the east-bound business, and this, it is believed, will soon compel them to put all their Western connections on an equal footing Chairman Abbott was requested to call a meeting of general managers of all roads in the territory covered by the Western States Passenger Association, to take definite action regarding the proposed organization. Receiver McNuits, of the Wabash, left last evening for Cleveland, to attend a meeting of the managers of the lines eastfrom St. Louis, regarding the restoration of passenger rates east from that city, and be will urge upon them the necessity of joining the Western roads in their demand upon the trunk lines to rescind their boycott against the Alton and other commissionpaying lines, and thus enable the Western roads to carry out their agreement for the maintenance of uniform rates."

### Personal, Local and State Notes.

J. D. Lavng, of New York, president of the Bee-line, is West, but will remain but a day or two.

H. W. Hibbard, general freight agent of the Vandalia, was in the city, yesterday, on official

The office of traffic manager on the Missouri Pacific road, recently filled by Oscar Murray, has been abolished.

All the freight locomotives on the Wabash

road are being fitted out with an air-brake recently invented by Master Mechanic Morris. Barney, Smith & Co., Dayton, O., have been awarded a contract to build 500 box cars and 500 tide-water coal cars for the Chesapeake & Ohio

road. John A. Fenno, treasurer of the Boston, Revere Beach & Lynn road, has been elected presidencef the New England Passenger Agents'

The general manager of the Union Pacific and Superintendent Bleckensderfer do not get

along well together and the latter has tendered The Ohio Falls car-works have filled the order for the South Carolina road, for six passen-

ger coaches and 200 box cars, and are now building 100 flat cars for another Southern road. Chief Engineer Hall, of the Louisville, New Albany & Chicago road, has contracted for new combination iron and steel bridges to cross the White river at Gosport and at Bedford.

Superintendent Stewart, of the Illinois division of the American Express Company, was in the city yesterday in conference with Division Superintendent Fargo, regarding putting on some additional runs.

President Ingalls, of the Chesapeake & Ohio. has ordered in the last few days four engines from the Schenectady locomotive-works, ten from the Cooke locomotive-works, and will piace orders shortly for ten more. The Hinckely locomotive-works have just

completed for the Chicago & Eastern Illinois road six switching engines of excellent design, and have twelve heavy mogul engines to build for the Illinois Central road. Allen Palmerton, inventor of the Palmerton

wrecking frog, has invented a new station signal which promises to be a good thing, costing about one-third what the signals now in use do. and being full, as serviceable.

The most important improvement made by the Ohio & Mississippi Railroad Company this year w-s the construction of seven and a half miles of road, which enabled them to reach New Albany and Louisville over the Kentucky & Indiana bridge and tracks.

J. F. Sheahan, who has been appointed master mechanis of the Orange Belt railway, came out of the Petnsylvania road's shops at Renova, Pa., which has been the training shop of more boys who have become master mechanics than any other shops in the country.

William Garstang, superintendent of motive power of the Chesapeake & Ohio, and R. L. Ettinger, chief draughtsman of the company, are in the city for the purpose of examining the

sample car for the 500 cars the Indianapolis works are to build for this company. The meeting of general passenger agents of roads in the Central Traffic Association called for Tuesday next at Chicago will among other things consider a proposition to issue an inter-

for rate-sheet showing rates from all junction points on a road to its local stations. The Pennsylvania Company has placed an order with the Pullman Car Company for a number of their new style of parlor cars, which are to be put in service on the Western

lines. In finish and furnishings they are the best that the Pullman Company turns out. The Lake Erie & Western road earned, in October, \$218,219; increase over earnings corresponding month, 1887, \$15.167. The Evansville & Terre Haute road earned \$77,036; decrease this year, \$1,266. The Evansville & In-

Evidence is not at all wanting of a strong probability that railroad building is to take a fresh start next year, not in a rough-andtumble race to cover competitive territory, but to cover legitimate needs. Rail manufacturers say that recent inquiries justify such a pre-

dianapolis, \$24,513; increase this year, \$4,720.

Since A. M. Mosier, late chief train-dispatcher of the Indianapolis & St. Louis road, assumed the duties of superintendent of the western division of the N. Y., P. & O. road, there has been no accident worthy of mention. Before he took control an accident every twenty-four hours was the rule.

As evidence that President Ingalls has got a good hold on the Richmond & Alleghauy road, we note the fact that he has appointed J. T. Odell, general manager of the Chesapeake & Obio, general superintendent of the R. & A., and Wm Garstang superintendent of the mo-

Under the changes in the time schedul e of the J., M. & L. which takes effect to morrow, the fast express, now leaving here for Louisville at 3:30 A. M., Will not depart until 4:05 A. M., the train now leaving at 8 A. M., will not depart until 8:30 A. M., the train now leaving at 5 P. M. not un-

It is stated that the New York, Mahoning & Western road has got into such financial straits that the company will be obliged to sell it. It is fortunate that the city of Fort Wayne has not put up the two hundred thousand dollars which was to be donated to that company for locating its shops there.

The season for improvement to road-beds is about over on Indianapolis roads. But sixty-six miles of new steel rails have been put in the last season against 172 in 1887. The larger portion of the new steel was laid on the Lake Erie & Western, the Indianapolis, Decatur & Western and Olffo, Indiana & Western.

J. L. Barnes, recently appointed superintendent of the Southern Kansas railway, was the first Pullman sleeping-car conductor. Just thirty years ago be ran the Pullman sleepingcoach "Pioneer" between Chicago and Alton. where passengers were transferred from the coach to a steamboat for St. Louis,

Now that more friendly relations have been re-established between the Vandslia and the Pennsylvania people, the seaboard business of the Vandalia is nearly all forwarded via Indianspolis. Only freights for the New England | his nomination as he has done. The people points and live stock for Buffalo are shipped north. This they send east over the T., H. & L. division and the Nickel-plate.

The Louisville, New Albany & Chicago have, in the last few months, received nine heavy freight engines. Four were built at the Rogers locomotive-works and five at the Rhode Island locomotive-works. Last week the engines of each build were weighed, and the engine and tank of the Rhode Island locomotive-works build weighed 924 toes, that of the Rogers locomotive-works 921 tons.

In commenting on the Pennsylvania's reducing the rates on two or three classes of freight, yesterday, a general freight agent of a competing line says: "The Pennsylvania people are | relief. Sold only in boxes. Price 25 cents.

constantly kicking against alleged irregularities of rival roads, and it seems nowadays to call a meeting only for abusing their competitors and then saying that 'hereafter rates will be so-andso." President Roberts is accused of a good deal of "crankiness" about the matter.

Miscellaneous Items. Since July 1, 1888, 3,146 miles of new railroad have been projected, the mileage being largely in the South and Northwest.

The Memphis & Charleston road is to erect

new shops at Sheffield, Ala., to cost \$300,000. Work is to be commenced on them at once. The Chicago, Burlington & Quiney directors held a three hours' session yesterday, and declared a dividend of 1 per cent., making 5 per

cent. for the year. It is stated, on good authority, that there is no truth in the report of the proposed deal between the Richmond Terminal and the Baltimore & Ohio ownerships. Latest reports show that the Westinghouse

air-brake is in use on 16,000 locomotives and 160,000 passenger and freight cars, there being 80,000 of the latter so equipped. The new freight engines which the Brooks locomotive-works are building for the N. Y., P. & O. road weigh 134,000 pounds, the bearing on the drivers, when the engines are in working

order, being 114,000 pound. The contest between the railroads and State authorities of lowa has taken a new form in connection with a request that the companies return the value of the road. Most of the companies make a perfectly truthful statement by saying that they cannot tell. The value of a road is determined by its present and pros-

pective earning power. The management of the Delaware & Lackwanns road have decided to cease using fortytwo-inch paper wheels under their passenger equipment, and adopt the thirty-six-inch wheel as their standard. The reason assigned is that with the forty-two-inch wheels they experience a good deal of trouble from the springing of axles. Their passenger car wheels in the future will be steel-tired.

The New York Sun has recently collected statistics of the passenger traffic in and about New York, and finds that 1,672 passenger trains arrive and depart at stations of New York, Brooklyn and Jersey City every twenty-four hours, not including excursion trains, which are numerous a great portion of the year. The busiest single hour is from 5 to 6 P. M. Between 7,000 and 8,000 passenger coaches are required to handle this daily traffic.

The Hinckley locomotive works, Boston, Mass., are building a monster locomotive for the Atchison, Topeka & Santa Fe road. The engine has two cabs, one over the boiler, for the engineer, and the other in the usual place, for the fireman. The driving wheels are of paper, with a steel tire. Economy in the use of tuel is accomplished by a pump, which utilizes the exhausted steam to heat water, and by a large combustion chamber, which burns all the gas. It is expected that this engine will make eighty miles an hour with ten coaches.

GROVER IS RESIGNED.

It Was a Contest Between Parties - He Thinks Hill Was Fair.

Washington Special to the New York Herald. President Cleveland never looked more calm or more self-possessed than he did this afternoon when I called at the executive mansion. The President had finished luncheon and had just begun at his desk when I entered. He wore his conventional suit of black broadcloth. His appearance indicated that he had had a good night's rest. He gave a cordial greeting, smiling pleasantly and inquired: "Well, what can I do for you?"

I briefly stated that the object of my errand was to learn the President's views of the result of the election. President Cleveland re-

"I dislike to see my name figuring in set interviews in the daily press. I have no objections to answering a few questions to oblige the Her-ald, but I prefer that our talk should take the form of a brief, informal chat."

"You desire to learn, you say, to what cause I attribute our loss of New York. I answer frankly that I do not know. I should say—and the President laughed quietly—that it was mainly because the other party had the most votes. Your remark when you first entered the room indicates that you regard me as indifferent to the result. I am not indifferent. I look upon the situation from a practical and common-sense stand-point. It is not a personal matter. It is not proper to speak of it either as my victory or as my defeat. It was a contest between two great parties battling for the supremacy of certain well-defined prizciples. One party has won and the other has lost-that is all there is to it." "Do you think, Mr. President, that Gov. Hill

acted in good faith toward you?" "The President laid down the bundle of papers he had been holding in his hand, and, with more earnestness than he had previously dis-

played, said: "I have not the slightest doubt of Governor Hill's absolute good faith and honesty in the canvass. Nothing has ever occurred to interrupt our kindly relations since we ran on the ticket together as Governor and Lieutenant-

"I would like to inquire, Mr. President, how Mrs. Cleveland bears your defeat?" "O She feels about it just as I do. You know the defeat brings its compensations. We shall now have some time to ourselves and can live more as other folks do."

"Shall you continue your residence at Oak View or return to Buffalo?" I asked. "I haven't given that subject a thought, nor shall I for the present. There is no hurry about it. My future movements are as yet wholly unsettled.

English Disappointment Over the Election. Smalley's Cable Special to New York Tribune.

Cleveland correspondents in America had exclusive possession of the English ear. They have been cocksure from the beginning, and English readers accepted their predictions as gospel, not heeding the fact that their partisanship was open and rancorous, and not knowing how far from fact was much of what was sent here. They have been told that all the intelligence of America was on the side of Mr. Cleveland, while General Harrison appealed to ignorance and prejudice. They hailed Mr. Cleveland as an apostle of free trade. He has been the English favorite throughout, and regret for his defeat is general. His dismissal of Lord Sackville angered some of his friends, but never shook their faith in him as a free-trader nor re-

versed their wishes for his success. English manufacturers feel the blow most of all. I have this moment met an English friend largely concerned in English manufactures. He wore a long face, and asked eagerly: "Is it true General Harrison is elected?" "It is." His face grew longer still, and I asked: "Are you sorry?" "I am indeed." "Why?" "Because we hoped at last your markets were going to be open to us." I said: "You hoped to control them if Mr. Cleveland had carried out his policy!" "Yes." he answered; "we know we could beat you with our cheap labor." You may take that conversation as fairly expressing the average English view. Ever since Mr. Cleveland's free-trade message last December they have nursed the hope that they were to get possession of the American markets. They now know that American, not British, interests will govern the American fiscal policy.

# The Disfranchised Americans.

Milwankee Sentinel. It is worth while to consider that in yesterday's great struggle the Republicans bad unwarranted odds to overcome. The South, for the most part, through a fraud that disgraces the Nation, was deprived of at least a million votes that would be cast for the party under a fair election and an honest count. In Dakota are 100,000 men, a great number of whom fought to preserve the Union and who are justly entitled to four or five electoral votes, who were denied the right of self-government simply because they are Republicans. While these men, for the most part born in this country and who have fought for it, were denied any voice in the election of President, tens of thousands of Italian and other immigrants, who cannot speak the American language, were naturalized in New York City and allowed to vote the Demo-

cratic ticket. These wrongs must be righted. They are hardly less disgraceful to the Nation than human slavery. The gospel of a Republican form of government must be preached until the last possibility of injustice and fraud is destroyed.

### Honor to Whom It Is Due. Iowa State Register.

Too much praise cannot be given to General Harrison for the positive help he has given the ticket in the campaign. No man ever grew in the confidence and respect of the people after have learned to know his personal worthiness as was never known before. He has borne himself with that quiet dignity which only true merit can display. Against the shafts of calumny and slander he has exposed the shield of a spotless reputation. His speeches have been models in their way, giving to the party fresh inspiration, and to the country epitomes of Republican doctrine and principles. He has helped his own cause as few men could do, and more than justified the wisdom of his choice.

Throat Diseases

Commence with a cough, cold or sore throat. "Brown's Bronchial Troches" give immediate THE W. C. T. UNION.

A Protest from the Indiana Branch Against Political Prostitution. Woman's News. It is due the Central W. C. T. U. of Indian-

apolis, the first in the city and the oldest union in the State, to make it known that they have always conscientiously maintained that this organization, so wonderously called into being, accepting, as it seemed, so directly from God a work which never has and oan never be successfully carried on with carnal weapons, should never have allied itself with any political party. Keeping inviolate this incipient idea of the sacredness of their work, and the mighty helper to whom they could look for aid, it has been regarded by many devoted white-ribbon workers as a grave mistake that the national W. C. T. U. and many State unions have not only declared for third-party prohibition, but have become of the crusade which united in a blessed bond of fellowship Christian women of all classes, is in danger now of being lost in the swelling tide of party strife. Women in this age are too wide awake to remain indifferent to the great political questions of the day, and they have "their views" about free trade vs. protection, and even if they are still classed with paupers, criminals and idiots, they have a right as individuals to claim that they belong to one or other of the political parties.

So they have always had their opinions about immersion, infant baptism, etc., and have enrolled themselves accordingly with different church organizations, but the Woman's Christian Temperance Union, which was always non-sectarian, and should ever be nonpartisan, gathered strength out of with one purpose in view, to fight the demon of intemperance with the spirit of Christ. Keeping this great issue ever in the front it has accomplished much good already and has a future of widening usefulness opening before it. But should it be altogether captured by a political party its days are numbered, and disappointment and keen regret will fill the hearts of many devoted, patriotic, loyal W. C.

THE VIEWS OF A PROHIBITION PARTY WOMAN. Mrs. F. L. Swift, president of Pennsylvania W. C. T. U., is individually a Prohibition-party woman, but has never given sanction to the alliance of the W. C. T. U. with that party. The following from her annual address last year ex-

presses her opinion on the question. "In such a large body of wo cers as we have grown to be, there must of a sessit; be great diversity of view as to methods of work. We cannot all think slike, and perhaps it is well that we do not, if we can remember to practice 'charity that suffereth long and is kind,' (but that no root of bitterness may spring up to trouble us,' I am more and more strongly convinced that our work should not include those questions of political parties which invariably cause contention and difference.

"We are the allies of temperance men and measures wherever or in whatever parties they may be found. The end and aim of our work is to educate the public mind to temperance sentiment. We must make no compromise with evil, but we recognize the fact if, as an organization, we give our influence to one particular party, antagonize good temperance men and women who are attached to other parties, and to whom we must allow the same honesty of conviction as possesses our own minds. Another reason, political parties are continually changing their attitude and may not be relied upon to embody for any great length of time the same views. It is my strong conviction that the Woman's Christian Temperance Union can do better work for prohibition by beeping to our own lines of work. I recognize the right, but the duty of every woman to exert her personal influence in any and every direction where she feels that the liquor traffic can be destroyed or injured; but it is not wise, as an organization, to adopt any measures which would alienate many of our warmest friends and adherants, those who have labored earnestly and assiduously to further the

We are calling upon good men everywhere to work for a prohibitory amendment to our State Constitution, and it is only by 'a long pull, a strong pull, and a pull all together' that we can hope to succeed."

THINK OF THIS. Iowa Messenger.

The aggregate sympathy and influence of the W. C. T. U. is given to the Prohibition party by action of the National Union. The aggregate of influence could not exist without individual factors; the individual is included in the aggreente. The organization uses the individual factors for its purposes in giving political influence to a political party. In a republic the in-dividual is the only unit of political power; thus the majority in the organization are guilty of political robbery if even but one individual stood protesting against her influence being given through the organization to a political party. It is a case in which majority rule is political tyranny.

# HAPPY REPUBLICANS.

How They Took the News in Philadelphia -Queer Bets.

At 5 o'clock a bulletin went up in the Press window. It was a dispatch from Quay to Cooper: "New York, 15.090; Indiana, 6.000. We have now passed safely through the battle." The cheers greeting it brought swamms of people from all directions. An aged women lifted ber veil and cried: "Thank God! The Nation

"Keep moving, please," yelled the police. "Ob, Lord! That settles it. It's over, it's over," gasped a little man. "Keep moving, please."

"Glory! Hallelujah!" excisimed the crowd. "Lord Sackville's up at Eighth street, selling cough drops," cried another, and a wagon-load of

royaterers sang: "Glover, Grover,

while big men danced and yelled. Flora, the big brown setter of Harry Thompson, of the first division, Second ward, appeared on Chestnut street wrapped in the United States flag. Flags floated from her ears with pictures of Harrison and Morton, and on her back was a placard saying: "I have just killed the British lion, and am now ready to fight the free-trade tiger whose picture I saw in the Press." A "serappy" looking bulldog had his curly tail done up in red, white and blue ribbons. Another setter wore the colors at his breast. A young lady accompanied by a distinguished-looking elderly gentleman appeared with a basque made of the stars and stripss.

Along the curb, from Broad to Seventh, was an Englishman selling pictures of a screaming eagle, crying out at the top of his lungs: "Victory! Victory! 'Heverybody's 'sppy." As night increased the liveliness increased Forty shop-girls going home organized a marching party, and in front of the Union Republican

Club halted, surrounded by several hundred

men. The leader of the shop-girls' brigade cried: "Three cheers for President Harrison!" They were given in blood-curdling screams. At the same moment and right there James Accos, a colored politician, corralled Congressman O'Neill and wept for joy on his shoulder. After dark a band of citizens marched over Chestnut street with a transparency marked:

"A letter made him and a letter killed him. Poor Grover!" A beheaded rooster was pictured. Behind came a dozen men carrying a lifeless figure on a

stretcher to the dead march. They began late in the afternoon to make funny bets good. Walter Stanton, a Grand Army man of Germantown, was compelled to wheel one of the girls at Spencer's mills around the block four times. The girl carried an anti-Cobden club umbrella, and the wheelbarrow was followed by a large crowd. William Wharton, Democrat, Eighth street and Snyder avenue, is going to wheel John Logan around the block. Henry Meyerhoffer a lionor-dealer, is expected to turn up at any time and have his whiskers cut off in heu of half of Isaac Baer's whiskers, if the result had been otherwise.

Several young men had their mustaches shaved off yesterday, and Dr. Bradfute, from Texas, now at the Pennsylvania Hospital, is expected to do likewise. He bet his mustache against Dr. Shoemaker's.

# A Shameful Thing.

Albany Journal. If Warner Miller is defeated his defeat has been accomplished in the Democratic cities of this State. These are the nesting places of the grog-shops and the rendezvous of Democratic mercenaries.

In Erie county, in Albany county, in New York and Kings, wherever the Democratic party displays its strength, there Warner Miller was slaughtered by the grog-shops. Thirty thousand saloons have proved themselves stronger than all the churches of the State. What a shameful thing to contemplate!

But infinitely more shameful is the thought that misguided, mischievous, brutal Prohibitionists lent their willing aid to this compirary of the grog shops and the dives to control the legislation and the executive of this State. Can they rejoice over the result!

# Real Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 P. M., Nov. 9, 1888, as furnished by Elliott & Butler, abstractors of titles, Room 23, Ætna

Mary A. Diekson to Henry K. Martz, lot 20 in Dickson Prace addition

Lewis B. Willsey, pr. to Alma Crapo, lot 4
in the town of New Bethel \$500.00 Jennettie E. Apple to Orlando M Estes, part of lot 13 in Macy's addition to the town of Castleton .....

Perry C. Apple to Orlando M. Estes, lot 16 in Macy's addition to the town of Castleton ... Edward H. Eldridge et al. to Thomas J.

Cook, part of lot 8 in Ritter's subdivision of lots 2 and 3 in Johnson's Albest S. Caldwell to Henry F. Thompson, lots 136, 137, 139, 140, 141 and 142 in Julian et al.'s southeast addition

Henry F. Thompson to Thomas Hayes, lots 136, 137, 139, 140, 141 and 142 300.00 in Julian et al.'s southeast addition .. 300.00 Mary A. Crane to Mary Sheridian, lot 60 in Wm Y. Wiley's subdivision of outlot 161. Charles A. Morss to George R. Barnhart, 1,100.00 lot 9 in Spann & Co.'s first Woodlawn Spann & Co.'s first Woodlawn addi-John S. Gibreath to Nancy J. Lowman, 500.00 lots 1 and 2 in Lowman's subdivision

of outlot 74. Caroline Willkoff to Catherine Frankenstein, lot 33 in Brown et al.'s subdivision of outlots 107 and 108...... 1,400.00 Conveyances, 12; consideration.....\$10,816.38

216.38

We were of the opinion last season that the "Garland Stoves and Ranges" had reached a state of perfection beyond which they could not very well be carried, but the 1888 patterns are as great a surprise as the artistic productions of past years. The manufacturers of the 'Garland Stoves and Ranges" must certainly have adopted the motto: "Let us go on unto perfec-

### CHURCH SERVICES.

Christian. MENTRAL CHRISTIAN CHURCH-CORNER OF Oblaware and Ohio streets. D. R. Lucas, pastor. Services to-morrow at 10:30 a. m. and 7:30 p. m. Morning subject, "How to Grow in Grace;" evening subject, "Adam, Where Art Thou!" Sunday-school at 2:30 p. m. Prayer-meeting Thursday evening at 7:30. All invited to attend these services.

Congregational. MAYFLOWER CONGREGATIONAL CHURCH— St. Clair street, near East. Public services on Sunday at 10:30 a. m. and 7:30 p. m. Rev. T. A. Goodwin will preach in the morning. Sunday-school at 2 p. m. Society of Christian Endeavor at 6:45 p. m. Strangers cordially invited.

DLYMOUTH CHURCH-CORNER MERIDIAN and New York streets. Oscar C. McCulloch, minister. Services Sunday morning and evening. Morning subject, "The Unnoticed and Unnumbered;" evening, "Sight and Insight." New Institute classes: Monday evening, arithmetic, Miss Rankin, teacher; books, reading and grammar, Miss Ware, teacher; mechanical drawing, Mr. T. R. Bell, teacher; Thursday evening, book-keeping and penmanship, Mr. H. L. Rust, teacher; Friday evening, travel class in Rome; preliminary meeting. Open to all.

Baptist. MRST BAPTIST CHURCH-NORTHEAST CORner Pennsylvania and New York streets. Reuben Jeffery, D. D., pastor. Morning services at 10:30. Subject, "The Resurrection from the Dead." Evening service, 7:30. Sunday-school at 2:15 p. m. Society of Christian Endeavor at 6:30.

Methodist Episcopal.

TENTRAL-AVENUE METHODIST EPISCOPAL Church, corner of Central avenue and Butler street. Rev. J. H. Ford, D. D., pastor. Preaching at 10:30 a. m. and 7:30 p. m. by the pastor. Classmeeting at 9:30 a. m. Sunday-school at 2:15 p. m.; W. D. Cooper, superintendent. Young people's meeting at 6:30 p. m. Strangers cordially welcomed, MERIDIAN-STREET M. E. CHURCH, CORNER Meridian and New York streets. Rev. H. A. Cleveland, D. D., pastor. Class, 9:30 a. m. Preaching. 10:30 a m. and 7:30 p. m. Subject for evening service, to young men: "A Christian Lesson After the Election." Sunday-school, 2:15 p. m.

New Church.

YEW CHURCH CHAPEL, 333 NORTH ALAbama street. Rev. E. D. Daniels, State missionary, will preach Sunday morning on "The Three Whom Jesus Raised from the Dead," and in the evening will deliver a lecture on "The Benefit of the In-carnation in All Worlds." Morning at 10:45; evening at 7:30.

Presbyterian.

LURST PRESBYTERIAN CHURCH - SOUTH-I west corner Pennsylvania and New York streets. The pastor, Rev. M. L. Haines, D. D., will preach tomorrow at 10:45 a. m. and 7:30 p. m. Sunday-school at 9:30 a. m. Society of Christian Endesvor at 6:45 p. m. Weekly prayer-meeting Thursday evening at 7:30.

CECOND PRESBYTERIAN CHURCH-CORNER Pennsylvania and Vermont streets. Rev. James McLeod, D. D., paster. Public worship at 10:30 a. m. and 7:30 p. m. The pastor will preach. Sunday-school at 2:30 p. m. Young People's Society 6:45 p. m. Prayer-meeting Thursday evening at 7:30. Strangers cordially invited.

CEVENTH PRESBYTERIAN CHURCH-CORNER of Cedar and Elm streets. R. V. Hunter, pastor. Take Virginia avenue car to Cedar street. Services aext Sabbath as usual. Evening subject, "A Personal Benefit." Prayer-meeting Thursday evening. Sunday-school at 2:80 p. m.; Prof. T. G. Alford, super-TABERNACLE CHURCH—CORNER OF MERID

ian and Second streets. Rev. J. A. Rondthaler, D. D., pastor. Preaching by pastor at 10:30 a. m. in behalf of young men. Sunday-school at 2:15 p. m. Young People's Society of Christian Endeavor at 6:45 p. m. No evening service. TNITED PRESBYTERIAN CHURCH-CORNER

of Massachusetts avenue and East street. Rev. J. P. Cowan, pastor. Services at 10:30 a. m. and 7:30 p. m., conducted by Rev. Curry, from Xenia (O.) Theological Seminary.

# TUTEWILER,

72 W. Market st.-Cyclorams Place-Telephone 216. ANNOUNCEMENTS.

GOLD BAND RING FREE-SEE OUR SAM A ple book of all the latest designs in visiting cards and agents' terms for 26. OHIO CARD CO., Cadiz, O.

WANTED-SITUATIONS. WANTED-SITUATION BY A SUCCESSFUL specialty salesman to the trade in Indiana and Illinois, Address Lock-box 485, Sullivan, Ind.

ANTED SITUATION-BY A FIRST-CLASS

W male cook (colored) in a hotel. Address 118 W. Georgia street. SUBSTANTIAL BUSINESS HOUSE WANT-A ing an excellent accountant or first-class busipess man, one who has had large experience, can hear of such an one, lately arrived in Indianapolis, by applying or addressing the undersigned. L. W. HAS-SELMAN, President Eagle Machine Works; HENRY EITEL, Manager Bradstreet's Commercial Agency; O, H. HASSELMAN, Hasselman Printing Company, Indianapolis.

# WANTED-MALE HELP.

WANTED-MEN TO SELL ALL KINDS OF nursery stock. I pay to successful men as high as \$100 per month and expenses. Apply immediately, with stamp, giving age. R. B. KNIFFIN.

# Paterson, N. J.

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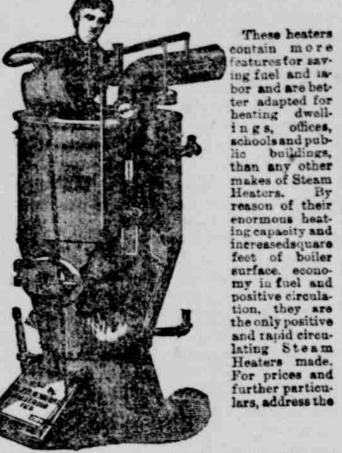
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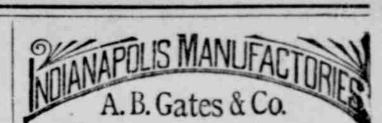
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